

The Acting Attorney-General seconded.
Carried.

THE COMPANIES MEMORANDA OF ASSOCIATION
BILL.

This Bill was considered in Committee and reported without amendment, and the Council adjourned until Monday next at half-past two.

THE HONGKONG JOCKEY CLUB.

The annual meeting of the Hongkong Jockey Club was held at the City Hall on Monday afternoon. There were present:—Messrs. W. H. Forbes (Chairman), E. L. Woodin, J. Grant, E. H. Gore-Booth, M. Grote, E. M. Rutter, G. S. Coxon, T. I. Rose, A. Karberg, W. Goosmann, A. W. M. M. Machado, J. Lewis, H. Hoppus, D. R. Sarsouy, H. Hobbins, S. R. Lammett, L. Mendel, G. H. Potts, C. Hurst, W. Armstrong, H. W. Dick, E. Robinson, J. Ecklel, J. Roger, H. T. S. Green, J. M. Forbes, W. Cruickshank, A. W. Maitland, J. L. Bell-Irving, W. Slaghek, W. von Wille, S. L. Danby, R. Lyall, A. O'D. Gourdin, R. K. Leigh, O. Wegener, &c.

The Chairman proposed the adoption of the report and accounts.

Mr. Gourdin seconded, and the motion was carried.

A ballot was then taken for the election of stewards for the ensuing season, with the result that the following gentlemen were elected:—Hon. P. Ryrie, Hon. J. J. Kewick, Hon. C. P. Chater, Messrs. G. S. Coxon, W. H. Forbes, J. Grant, R. M. Gray, M. Grote, and H. Hoppus.

Mr. Maitland said he had a motion to bring forward. It had been suggested to him that an alteration should be made in by-law No. 6. At present it read "All horses and ponies must be the bona fide property of those who enter them and no one shall be allowed to ride unless a member of the Hongkong Jockey Club." He suggested that it be amended to read "No one shall be allowed to ride except members of the Hongkong Jockey Club, officers of the Army and Navy, and visitors approved by the stewards."

Mr. Danby seconded, and it was agreed to unanimously.

A vote of thanks having been passed to the Chairman and the Clerk of the Course the meeting closed.

WRECK OF A YACHT IN THE CAROLINES.

On Monday a representative of the *Telegraph* interviewed Capt. Dewar, late of the 11th Hussars, now of Vöge, Middlethorpe, who had arrived that morning by the *Navarra* from Manila, after losing his yacht in the Caroline Archipelago, but preserving our reporter the publication of the particulars he gave until now. He said that he left England in July 1887, with Mrs. Dewar, in the sailing yacht *Nyassa*, 217 tons, well-known in yachting circles. After visiting Madeira and the Azores she proceeded to South America through Smyth's Channel, being the first sailing vessel that had ever ventured to do so. From South America she proceeded to the Marquesas, where Robert Louis Stevenson, the novelist, was touring. From there she went to Tahiti, Samoa, the Friendly Islands, and Fiji, whence they shaped a course to Kamschatka, afterwards visiting the Marshall Group, New Caledonia, Santa Cruz, Esquimaux, the Marianas, the Bonin Islands, and Kobe. There the yacht laid up for nine months, whilst Captain and Mrs. Dewar went to England. On their return in May this year some ten Swedes were shipped to augment the crew, and the yacht left for the Carolines. Whilst on her way to Ponapé, to land the navigating officer, Mr. J. Carrington, who desired to leave, Ponapé was sighted, on the 28th July, and at 1.10 a.m. on the morning of the 29th the ship suddenly struck on a reef about 18 miles from the shore of the island, marked fairly accurately on the chart. She slewed round right ahead, and as the current, tide, and wind set shorewards, in about twenty minutes she was hard and fast. Boats were lowered, and Capt. Carrington, taking most of the crew, proceeded to the settlement, some 16 miles away, for help. Capt. Dewar and the mate remaining on the vessel. Next day some Spanish boats came up, and a few things were got out, but the boats went away at dark, as the Spanish authorities—who were at that time making reprisals on the natives for the massacre of some soldiers—feared that it would be unsafe to remain over night. For three days attempts were made to get the yacht off, but as each succeeding tide drove her higher and dryer the efforts were unsuccessful. Each night the natives plundered the vessel in crowds, destroying what they could not remove, cutting the sails and tearing down the bulkheads and fittings, but offering no violence to the Europeans, although on the second night they had to be sheltered from one of the Spanish government boats before the latter ventured near. The chief loss sustained was the loss of a collection of curiosities collected by Capt. Dewar during the vessel's wanderings, which were nearly all taken. The yacht herself was insured for £5,000. For the next six weeks Capt. and Mrs. Dewar and the crew lived principally on the Spanish transport *Manila*, which was in Ponapé at the time, having taken a body of troops to the spot to coerce the rebellious natives into submission. The party left for Manila in September, in another transport, the *Antonia Muller*. The *Comodoro* says of Mrs. Dewar that during the voyage, notwithstanding the inevitable inconvenience, she never ceased to attend with great solicitude on the poor wounded soldiers who were returning to Manila. Capt. Dewar speaks highly of his treatment on the transport, whilst on the other hand the crew wrote to the *Daily Press* this morning inveighing strongly against it. A Marine Court of Inquiry will probably be held into the wreck in a few days.

Capt. Carrington, who joined the yacht as navigating officer at San Francisco, says that the chief officer was on watch when the vessel struck, and that the reef was much further from the land than it was marked on the Admiralty chart, and even the position of the island was incorrect. The vessel was only going about three knots at the time, but she soon ploughed her way up the reef, aided by the swell. He complains that the salvage was so selfishly conducted that he was left to be plundered of nearly everything, and says that the men shipped at Kobe are left destitute here, having sunk their advance in provisions, which were lost. Capt. Dewar, on the other hand, refers the men to their Consul. The vessel had sailed 42,784 miles when she was lost, her average daily run being just over 104 miles.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE SUNDAY LABOR QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Having just returned from a voyage I have only now had an opportunity of reading the report of the Conference between the Chamber of Commerce and Capt. Ashton and delegation of the Marine Officers Association. I am very pleased indeed to see how well Capt. Ashton maintained his cause in the face of such an evidently hostile and adverse, interested body of capitalists and shipowners, represented by Messrs. Mackintosh, Kewick, Ryrie, &c., with all their professed desire for the cessation of Sunday labour it is palpable to the most casual

observer that their great care was evidently to protect the shipowner from possible loss of one day's earnings.

Mr. Mackintosh asked for data regarding the number of officers employed on Sunday. Now I think that no one is in a better position than himself to provide this information seeing that the lines known as the "Blue Funnel" and "Butterfield & Swire" are the great offenders in this respect, however, in passing I might remark for Mr. Mackintosh's edification that there are on an average from fifty to sixty officers employed on steamers in this port on Sunday. Further, I may add as regards comrades on board steamers, it is no wise to suppose the European officers greater liberty, as in steamers carrying comrades there are usually only two European officers carried, one of whom is expected to sign all receipts and superintend all necessary deck work, while the other is supposed to be below looking after the stowage of cargo.

Mr. Mackintosh seems anxious to discover some method by which the Sunday labour of officers might be minimised. This is simple, "stop Sunday labour."

As regards Mr. Kewick's statement of the strong objections of the Chinese to the law, I should like to know in what way these strong objections have been given. I have heard of no action on the part of the Chinese in opposition to the proposed legislation on Sunday labour. With respect to his statement of the danger of making 15,000 Chinese idle on Sunday, I think the numbers stated very ridiculous, and I am quite satisfied that not more than 15,000 people would be affected by the cessation of Sunday labour in the harbour. With respect to Sunday labour in treaty ports I can say that the British are the greatest sinners. And if I am not mistaken to specialize local lines I have no hesitation in naming the China Navigation Steamship Company as the greatest offenders in this respect. Ships sailed under the Chinese flag compare most favourably in respect to Sunday observance. I have no doubt the I. M. Customs statistics would prove what is here stated.

My sympathies are with "old Ryrie" in his anxiety with respect to a hot Sunday dinner. But as I understand the question, the Mercantile Marine Officers' Association are asking for "cessation of Sunday labour in the Harbour only."

If I may venture to advise the Association I would suggest to them that there is a very large and influential shipping company which has a very large stake in Hongkong, namely the P. & O., and I think it would be wise on their part to approach the Managing Agent and obtain his views on the question which they have, so much at heart. Their steamers call at all the various ports where Sunday labour is prohibited, and their Agent might be able to give much information in regard to what action the Company would take concerning the question at issue.

I am sure the Mercantile Officers' Association has the heart-felt sympathy of every right-thinking individual, and it is sincerely to be hoped that they will in no wise allow the lukewarm and half-hearted professions of sympathy, expressed by the Chairman and various members of the Chamber of Commerce, to in any way damp their ardour or enthusiasm in the good cause which they have taken in hand, and in which it is to be hoped they will persevere with unabated energy, and combined effort, until the glorious boon is gained for the hard-faring Mariner.

Thanking you in anticipation for the favour of inserting this,

I am, Dear Sir,

Yours faithfully,

Hongkong, 28th October, 1890.

NEWS BY THE AMERICAN MAIL.

LONDON, September 28th.

Being asked to account for his defeat, Bruiser McAuliffe answered, shaking his head sadly. "I can't account for it at all, except that Slavin was smart enough to put me to sleep. I have been fairly beaten, and there's an end of it all." "I tell you how it happened," spoke up Billy Macdon. "The fight was a terrific one from the very outset. Both men went in for flooring for all they were worth, and either man was liable to be knocked out at any moment if one of those terrible blows happened to strike the right place. That, unfortunately, is what happened to my man. If he had avoided Slavin's blow on his jaw it is quite possible that he himself would have knocked Slavin out the next moment. In any case it is inconceivable that such terrific fighting could last more than a very few rounds."

Madden thinks that if McAuliffe had fought in the second round as he did in the first he would have knocked Slavin out.

Richard K. Fox said there was no doubt that Slavin was the best man. Fox is ready to back Sullivan against Slavin for \$25,000.

The *Sportsman* says: "McAuliffe's arms were soft and dabby, and he appeared light below the knees, just where he required support. With fully two and a half stones to get off, he was at a great disadvantage in training, which weakened him considerably, and in some measure accounts for his collapse. Our opinion is that McAuliffe is too big a power to shiver as a pugilist."

The morning service at St. Paul's Cathedral was interrupted by a horrible tragedy. During the service a man named Easton, in the congregation, committed suicide by shooting himself twice.

John Morley, who has returned to England from a tour of investigation in Ireland, was asked yesterday to give an account of the affair at Tipperary and to describe his general experience in Ireland. He declined, however, to say anything about his trip, giving as a reason "his general lock-out on October 4th, unless an amicable settlement of the dispute is effected in the meantime, of which there is no prospect at present. The fires in a number of furnaces are already out. The threatened stoppage of production has caused excitement in the iron market."

Antagonism in Portugal to the Anglo-Portuguese Convention is very marked. Baron Solpedro, who negotiated the treaty in behalf of Portugal, confines himself to his house for fear of popular violence.

PARIS, September 28th.

The Gaulois says the English Government has purchased a large building at Port Said and is transforming it into a barracks and fortress, which will soon be occupied by British troops. This will give England possession of both ends of the Suez Canal.

The French Government is preparing an extensive expedition against Dahomey, with the object of compelling the King to submit to French authority.

Another extraordinary September 28th.

Another strange case has been made upon the life of the Czar. This time the conspirators planned to wreck a train by which it was believed the

Intimations.

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(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

BEDSTEAD AND BEDDING DEPARTMENTS.

"SPECIAL LINE."

DOUBLE BEDSTEADS with Best Quality.
PATENT WOVEN WIRE MATTRESS.
TWO TOP MATTRESSES, BOLSTER, and
TWO DOWN PILLOWS, COMPLETE, \$55.
NEW CARPETS, CURTAINS, CORNICES and CORNICE POLES
with latest Novelties for Window Draperies.

Samples, Estimates, and Designs forwarded on application.

A LARGE STOCK OF FURNITURE AND FURNISHING REQUISITES.

SHOW ROOMS, 37 & 39, QUEEN'S ROAD.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO. & Co., Ltd.)

Hongkong, 23rd October, 1890.

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated, and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour. The TABLE D'HOTE will be supplied with the best market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

Czar intended to travel from St. Petersburg to Warsaw. An obstruction was placed upon the track in the shape of five sleepers, which were tightly wedged in between the rails. The train which was supposed to be carrying the Czar crashed into the barricade of sleepers and was thrown from the track.

No details of the affair have been obtained, and it is not known whether any arrests have been made in connection with the wreck.

BRISBADE, September 28th.

While the young King of Serbia, accompanied by his father, ex-King Milan, was returning from a drive to-day, a carriage was exploded beneath the carriage. The explosion was purely accidental. As far as can be learned no one was injured.

SYDNEY, N.S.W., September 28th.

A crowd of strikers to-day attacked the drivers of a number of vans loaded with non-union wool. The police dispersed the mob.

MELBOURNE, September 28th.

The strike of shearers is a partial failure. The employers at Sydney have issued a manifesto in which they declare that their refusal to hold a conference with the strikers is due to the bad faith of the unionists.

A decree has been issued by the Government authorizing an unlimited issue of currency on a gold basis by national banks. Speculation is greatly increasing.

ROME, September 28th.

The Italian Consul at San Francisco is to be transferred to Amsterdam.

CALAIS, September 28th.

Eighty lace factories here are closed, as a result of the strike.

ST. ETIENNE, September 28th.

The Miners' Federation in the Department of the Loire have decided upon a general strike on October 5th, if the men discharged for taking part in the June strike are not reinstated.

CHICAGO, September 29th.

The Anglo-American Packing Company's establishment at the stock yards was damaged by fire early this morning, to the extent of \$650,000. The fire was one of the worst the department has ever had to deal with.

KIUKIANG.

(FROM OUR OWN CORRESPONDENT.)

October 17th, 1890.

For weeks past there has gone up from all the country side a cry for rain; but day has succeeded day and the only answer to the cry is a cloudless sky. High winds have blown and the sky becomes overcast, the mountains being entirely concealed in the clouds; surely the rain will come now; but no! on the third day the old order of things is resumed. The officials issued proclamations to the effect that no animal was to be slaughtered, no fish caught, and no eggs eaten, so that heaven might be propitiated. Suddenly all these articles of daily food disappeared from the streets and markets.

However much the officials believed in these remedies the people evidently had little faith in them. All over the country pigs, chickens and ducks were killed as usual and secretly carried into the streets for sale. In walking along the street one might sometimes see an excited crowd gathered together scrambling pell-mell over one another, eagerly bent on getting or seeing something. On drawing nearer it soon appeared that some countryman had pork for sale, hence all the commotion. The Buddhists were invoked, worship and offerings were kept up at a lively rate. One might see a priest busily engaged in burning paper having on them the two characters for God, hoping that the smoke might be a sweet smell in the nostrils of *T'ien*. In another temple it was reported that a priest was under a vow to lie on the cold earth and eat no food all rain came. Surely all this would bring rain! but no, still the fields became drier and drier for days and weeks. To-day the prevailing high east winds have suddenly dropped and a N.W. wind set in bringing clouds and a little rain and with the rain quite a cool temperature.

The first approaches of winter are upon us, white suits have disappeared, windows are closed, people are talking of coal and fires; the seasons give variety—after the heat we welcome the cold, and after the winter we shall welcome the heat again.

St. Paul's Church, under the control of the Methodist Episcopal Mission, is again open to public worship, having been closed since the Chinese New Year for repairs. The floods of last year so damaged the building that it was necessary to tear a large part of it down and rebuild.

—N. C. Daily News.

NORTH BORNEO NOTES.

(FROM OUR OWN CORRESPONDENT.)

Sandakan, 18th October, 1890.

The reports I hear from nearly every estate in the district are extremely gratifying. The greater part of the crops are already housed, and will be finished by the time you get this, whilst preparations for next year are well advanced, the weather being very propitious.

—N. C. Daily News.

To-day's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Goddard, will be despatched for the above Ports, TO-MORROW, the 30th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAIR & Co., General Managers.

Hongkong, 29th October, 1890. [1492]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA CHULA CHOM KLAO,"

Captain A. Benson, will be despatched for the above Ports, on SUNDAY, the 2nd November, at DAYLIGHT.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 16th October, 1890. [1499]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"SOMETCH PHRA NANG,"

Captain J. Morris, will be despatched for the above Ports, on SUNDAY, the 2nd November, at 4 A.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 29th October, 1890. [1500]

Intimations.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

SPECIAL! SPECIAL!!

FAREWELL TO LINCOLN.

FAREWELL TO LINCOLN.

"Laugh, and the world laughs with you."
"Weep, and you weep alone."

POSITIVELY
ONE NIGHT ONLY.

THIS EVENING, October 29th.

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Mr. FRANK LINCOLN.

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Mr. FRANK LINCOLN.

Who has just returned from a remarkably successful season in Shanghai and Japan, and who is en route to India, begs to announce his

LAST PERFORMANCE

LAST PERFORMANCE

in Hongkong.

FRESH YARNS! NEW SONGS!
ORIGINAL SKITS!

The Last Chance to Laugh with Lincoln.

THIS EVENING, October 29th, at 9 O'CLOCK.

Prices \$2 and \$1. Soldiers and Sailors, in uniform, 50 cents (back seats only).

Box Plan at KELLY & WALSH'S, Hongkong, 29th October, 1890. [1490]

THEATRE ROYAL, CITY HALL, HONGKONG.

GRACIE PLAISTED'S "MY SWEET HEART" COMPANY.

TO-MORROW, THURSDAY, 30th October, Repetition, by Special request, and final Performance of Bellini's Grand Opera "LA SONNAMBULA," With the kind assistance of Mr. C. H. GRACE and chorus of Amateurs as before.

SATURDAY, 1st November, Offenbach's Comic Opera "GIROFFE GIROFLA."

Box Plan at Messrs. KELLY & WALSH'S, CHAS. HARDING, Manager, Hongkong, 29th October, 1890. [1486]

GARRISON THEATRE, NORTH BARRACKS.

THE "MILITARY MUMMERS" will give TWO PERFORMANCES of Herman Melville's Comedy "A L O N E," on MONDAY and WEDNESDAY, the 3rd and 5th of November, 1890.

Preceded, on Monday by "SARAH'S YOUNG MAN," on Wednesday by "MY TURN NEXT."

Doors open at 8.10; commence at 9 P.M.

Tickets, Reserved Seats (numbered) \$1, 1st Seats 50 cents, which can be obtained from Coler-Sergeant E. ADAMS, Comptrolariat Buildings, Hongkong, 29th October, 1890. [1502]

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 29th inst., at 8.30 for 9 O'CLOCK, precisely. Visiting Brethren are cordially invited. Hongkong, 29th October, 1890. [1495]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTONI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN PORTS, up to CALAIO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA"

C. Gavazzi, Master, will be despatched as above on SATURDAY, the 8th November, at Noon. At Bombay the Steamers are discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 29th October, 1890. [1501]

TO LET, With Immediate Possession.

BLUE BUILDINGS, FIRST FLOOR of No. 1, GROUND FLOOR of No. 2, FIRST FLOOR of No. 3.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 29th October, 1890. [1503]

NOTICE

CRIFTH'S PHOTOGRAPHIC ROOMS

G. I. Ice House Road are suitably lighted to produce all styles of Portraits in any weather. CABINETS from \$5 a dozen. CARTES DE VISITE from \$3 a dozen. LIFE SIZED BUSTS in Colour, or Black & White. IVORY MINIATURES, &c., &c. NEW VIEWS OF HONGKONG and the Coast Ports are always ready. Hongkong, 24th September, 1890. [1504]

BRITISH NORTH BORNEO & LABUAN. REVENUE FARMS FOR 1891.

THE Government are prepared to receive Tenders for the following Farms for 1891.

1. The Opium Farm.—Including the sole right to import raw or manufactured Opium for consumption in the Colony of Labuan and its Dependencies, and in the State or District of British North Borneo to which the Farm applies, and to prepare and sell and/or to license others to prepare and sell Opium, Chandoo and Opium Dross.
2. The Regulations governing the Farm are contained in Labuan Ordinance No. 11, of 1873, adopted in British North Borneo, and in Notification No. 111 of 1889.
3. The Maximum retail prices allowed by the Regulations are as follows:—

Tels.	Chees.	Hoons.	\$ c.	Not more
6	8	0	10.00	than 270
3	24	0	5.00	Chees cru
0	6	2	1.00	beprepared
0	2	9	0.50	from ons
0	1	0	0.19	Ball raw
1	0	1	0.02	Opium.
			40.	

3. The Spirit Farm.—Including the sole right to import and to sell and/or to license others to import and sell Chinese Wines and Spirituous Liquors of Chinese manufacture, and the sole right to sell and to issue retail and wholesale licenses to sell all other Wines, Beer and Spirituous Liquors.
4. The Farm is governed by Proclamations No. VIII of 1839 and III of 1888.
5. The Pawnbroking Farm.—Including the sole right to keep and/or to license others to keep Pawnbroking Establishments.
6. The Farm is governed by Labuan Ordinance No. 11, of 1868 as amended by Ordinance No. 1, of 1872, and Notification No. 131, of 1889.
7. The Gambling Restriction Farm.—Including the sole right to keep and/or to license others to keep Gambling houses, and to issue permits to Gamble.
8. The Farm is governed by Proclamations No. 11 of 1833 and VII of 1889 and Notification No. 108 of 1889. It does not extend to Labuan.
9. The Customs Farm.—Including the sole right to collect all Import and Export Duties, payable to Government at vis.—On the East Coast District, on Rattan, Gutta, Wax, Birds-nest, Timber, and all jungle and sea produce. Import Duties on Tobacco, Spirits, Salt and Matches. On the West Coast—Export Duties on all jungle and sea produce, the same as for East Coast District. Import Duties on Salt, Spirits, Tobacco, Matches, Iron, Brass and Cloth.
10. The Blachan Farm.—Including the sole right to catch shrimps and to manufacture Blachan and/or to license others to catch shrimps and to manufacture Blachan.
11. The Bird-nest Farm Darul Bay.—Including the sole right to collect the Government Share of 10% on all nests from Madal and Segalong Caves.

A separate Tender must be submitted for each of the above Farms.

Each tender may be for one or more of the following Districts or places, and if the Farm of more than one of the Districts or places mentioned is applied for, a separate Tender should be submitted for each District or place viz:—

- 1.—The whole State of British North Borneo, extending from Sipitong River in Padas Bay on the West Coast, to Sibucco Bay on the East Coast, and also the Colony of Labuan and its Dependencies.
- 2.—The East Coast District from Tanjong Inanrut to Sibucco Bay including Darvel, Labuk, Sugut, and Sandakan Bays, Kinabatangan, Segama and all rivers within the District.
- 3.—The Simporna District from Simporna to Batu Tengan.
- 4.—The West Coast District, from Tanjong Inanrut on the North to Sipitong on the south, including Banguey and Balam-bangan Islands and also the Colony of Labuan as regards Opium only.
- 5.—Kudat District.—From Tanjong Inanrut to Sampangmang Point including all Rivers in Marudu Bay and the Islands of Banguey and Balam-bangan.
- 6.—Gaya District.—From Sampangmang Point to Bangawan River including Tampasuk, Abai, Ambong, Sulaman, Tuaran, Gaya Bay, Putatan, Pagar, Kimanis and all Rivers south to and including Bangawan.
- 7.—Padas District.—From Kuala Penyu to Sipitong including Padas-Danali, and Padas Besar and all Rivers south to and including Sipitong; also including the Colony of Labuan as regards Opium only.
- 8.—The Colony of Labuan and its Dependencies.—For the Opium Farm only.

Each tender should state the monthly payments for the year 1891.

Tenders for the Opium Farm for the whole State, and the Colony of Labuan or for the East Coast District and for the Spirit, Pawnbroking, Gambling Restriction and Customs Farm, East Coast or Sandakan, will be received by the Government Secretary, Sandakan, on or before 30th November. All tenders should be under Seal and marked "Confidential Tender for Revenue Farm."

Tenders for the Farms for separate Provinces, such as Kudat, Gaya, Padas, Darvel Bay or Labuan will be received by the Officer-in-Charge of the Province or Colony on or before 15th of November.

The Government does not bind itself to accept the highest or any tender.

Each tender should specify in full the names, residences, and occupation of the persons tendering, and should give similar information as to the proposed securities.

Persons who do wish to tender in their own names may use a number of not less than 3 figures; but those doing so should send their true names with the number used in separate envelope, marked "Private," to the Governor at Government House.

All Farms are subject to the Laws and Regulations now in force, or which may from time to time be enacted or issued by Government concerning the same.

Any further information on the subject may be obtained from the Treasurer-General, Sandakan, or from the Officer-in-Charge of the different Districts or Stations, and from the Company's Agents in Singapore or Hongkong.

By His Excellency's Command,
L. P. BEAUFORT,
Government Secretary.

GOVERNMENT SECRETARY'S OFFICE, Sandakan, 21st September, 1890. [1493]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on MONDAY, the 3rd November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.....
To Liverpool.....325.00
To London.....332.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 27th October, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Ports of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.....
To Liverpool.....325.00
To London.....332.00
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For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 27th October, 1890.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of November, 1890, at 11 A.M. the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAILED, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M. on 22nd November. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 27th October, 1890.

1

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

BATAVIA.....[FRIDAY].....Nov. 14th.

ABYSSINIA.....[THURSDAY].....Dec. 4th.

PARTHIA.....[THURSDAY].....Dec. 25th.

BATAVIA.....[SUNDAY].....Jan. 25th.

ABYSSINIA.....[THURSDAY].....Feb. 19th.

THE Steamship

"BATAVIA."

Captain Williamson, sailing at NOON, on FRIDAY, the 14th November, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$213.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul.....\$250.00

To Chicago, Kansas City, Milwaukee.....\$275.00

To St. Louis, Detroit, Cincinnati.....\$280.00

To Hamilton, Kingston, London (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.....\$290.00

To Quebec, Boston, Portland (Maine), St. John, Halifax, St. Johns.....\$295.00

To Liverpool.....\$325.00

To London, via Liverpool.....\$330.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets—First and second class only:—

—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Ports of Canada and U.S.A. will be granted, available for:—

6 months at 25 per cent. off Return Fare.

50 per cent. " " " " " "

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Ports of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed to per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 27th October, 1890.

11

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMILIA, PORT SAID, BRINDISI, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERMAN GULF PORTS, MARSHALLS, TRISTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY'S Steamship "ROHILLA," Captain P. Speck, with Her Majesty's Mails, will be despatched from this Port for LONDON direct, via SUEZ CANAL, on THURSDAY, the 30th inst., at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 20th October, 1890.

1

NOTICES OF FIRMS.

NOTICE.

I HAVE this day REMOVED to Nos. 45 and 47, Queen's Road Central.

A. DENISON, Civil Engineer, &c.

Hongkong, 28th October, 1890.

1493

NOTICE.

DURING my absence from Hongkong Mr. J. R. MICHAEL will attend to my business.

E. H. GORE-BOOTHE, Hongkong, 28th October, 1890.

1494

NOTICE.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LD.

I HAVE this day resumed the duties of SECRETARY of this Company.

A. SHELTON HOOPER, Secretary.

Hongkong, 27th October, 1890.

1488

NOTICE.

MR. JOHN HUGHES LEWIS is hereby authorised to sign our Firm's proceedings on his behalf.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 9th October, 1890.

1419

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

WINTER TIME-TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 (noon) to 1 P.M. every quarter of an hour.

1 to 2 P.M. every half hour.

3 to 7, 7.30 P.M. every quarter of an hour.

SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (noon) to 2 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.

9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 21st October, 1890.

1698

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unexcelled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., 16 Bund, Yokohama, next door to

Farrar's Photographic Studio.

127

G. RENNIE STEWART, MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT,

12, D'Aguilar Street, Hongkong.

AGENT FOR

J. & R. HARVEY & Co., Dundashill Distillery, Glasgow.

McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera, and Oporto.

Valencia Iron & Steel Co., Glasgow.

Pulmonometer Engineering Co., London, Ice Machines.

Wilson & Baird, Engineers' Ironmongers, Glasgow.

Boyd & Robertson, Tweed Mills, Selkirk.

Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machines and Wood Working Machinery, Bottling and Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Rth Hats and Helmets, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Toughened Hair, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulmonometer Engineering Co.'s No. 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890.

1230

J. & R. HARVEY & Co., DUNDASHILL DISTILLERY, GLASGOW. Established 1770.

SCOTCH WHISKIES.

Finest Pure Malt Scotch Whisky.

O.H.M. Old Highland Malt Whisky.

F.O.S. Fine Old Scotch Whisky.

V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples, apply to

G. RENNIE STEWART, 12, D'Aguilar Street, Hongkong.

Sole Agent for China and Japan.

Hongkong, 28th August, 1890.

1220

KUHN & CO., JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890.

11073

Geo. Fenwick & Co., LIMITED, VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON AND BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890.

150

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 48, Queen's Road Central.

1921

Dr. Knorr's ANTIPIRYNE.

(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for DR. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China; Beware of spurious imitations!

Hongkong, 20th May, 1890.

1443

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED from the Office formerly occupied by Dr. ROGERS to

No. 18, D'AGUILAR STREET, (behind the Hongkong Club).

CONSULTATION FREE.

Hongkong, 25th October, 1890.

17481

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION, HONGKONG.

Captain Samuel Ashton—President.

SPECIAL NOTICE!

MEETINGS of this Association will be held at the MARINE HOTEL, Praya West, every TUESDAY and FRIDAY, at 8.40 P.M.

CHESNEY DUNCAN, Hon. Sec.

Hongkong, 16th August, 1890.

17188

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark an open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong F. BLACKHEAD & Co.

Hongkong, 26th July, 1890.

17093

W. S. MARTEN, ARTISTIC DECORATOR, AND HOUSE AND ESTATE AGENT.

2, DUNDRELL STREET, HONGKONG.

Hongkong, 6th April, 1890.

574

NOTICE.

PATENT "GLACIER" WINDOW DECORATION for producing the effect of Stained Glass on Ordinary Windows. The most permanent, most effective, and easiest to affix of all substitutes for Stained Glass, and yet the Cheapest.

MANUFACTURERS: M'CAW, STEVENSON & ORR (LTD.) LINENHALL WORKS, BELFAST, Ireland.

W. S. MARTEN, 2, DUNDRELL STREET, SOLE AGENT FOR HONGKONG.

Sample Window on view at Mr. MARTEN'S Office.

Hongkong, 25th October, 1890.

17482

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.

WORKS: BOWRINGTON, EAST POINT.

OFFICE: 9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED, Hongkong, 1st May, 1890.

145

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th June, 1888.

179

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS.

YAU-MAT ENGINEERING WORKS, KOWLOON.

OFFICE—No. 12, D'Aguilar Street.

Hongkong, 25th August, 1890.

126

SCOTT'S EMULSION OF PURE COD LIVER OIL.

With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.